

SC02-22 (15,JUN66Z4)



As can be seen from the sign, this was the 1st Aviation Battalion's Aid Station, as it existed in June 1966. The station is the OD-colored Quonset hut next to the wooden shack. The wooden shack with the drum on top is the aid station's shower.

In the background is the sign in front of the battalion headquarters.

SC02-23 (16,JUN66Z4)

The opposite end of the aid station. The sign in slide SC02-22 is on the other side of the ambulance. The barrel on the shower can be seen above the top of the ambulance.

The short white posts in the photo and in SC02-22 are metal shipping containers for 105mm artillery shells which were buried vertically to indicate parking areas.



SC02-24 (14,JUN66Z4)



The tent was used for the battalion's PX at the time this photo was taken and where I purchased the Yashica camera. In the background was one of the new battalion officer's quarters under construction. The person next to the new building is one of the Vietnamese construction workers.

SC02-25 (5,FEB67P6)



This is a view of the battalion officer's quarters 8 months later. The officer's quarters is the low building with the yellow-colored bottom section. The battalion aid station, now painted white with a red cross on the end, can be seen in the center of the photo. The new battalion officer's club (at the extreme right) had been built by February 1967, and the control tower (in the distance) had been painted red. This road ran right next to B Company's orderly room, which was located just to the left, out of the photo. When

the red laterite dirt was sprayed with used oil that had been drained from engine crankcases, the surface became as hard, and almost as durable, as asphalt. This slide has been color corrected.

SC02-25A



This is the original slide without color correction. This slide is Ektachrome film and the dyes are not as stable as those for Kodachrome. The laterite was not as pink as the Ektachrome slide indicates.

SC02-26 (21,FEB67)



This was the entrance to B Company's orderly room as it existed after the company had been at Phu Loi for about 17 months. The road shown in photo SC02-25 can be seen just beyond the white panel at the extreme left. The name "Longhorn" was B Company's nickname. The sign above the door and the tags in the parking spaces for the commanding officer (C.O.), executive officer (X.O.), and visitor (VIS.) are more examples of the type of mindless sign painting I did during the entire time I was in B Company. At first, I

didn't mind doing a few signs, but then it seemed as if the officers and NCOs had to have a sign for nearly everything. Once, I was tempted to paint a sign titled "ROCK" and place it next to one of the rocks in the company area. The parking space boundaries shown in this photo were shipping containers for 64mm (2.5-inch) air-to-ground rockets. The red cylinder in the center of the photo is a 105mm shell casing and was hanging on a pole, to be used as an alarm in case of such emergencies as a fire or a rocket and mortar attack. The pathetic looking little palm trees are more examples of the asinine attempts to make the area take on a State-side look. Some poor low-ranking schmuck had to dig up those little trees from somewhere outside the compound and bring them back for replanting in the B Company area. I know. I did it once during the first two months I was in Vietnam ... when I was a low-ranking schmuck.

SC02-27 (19,FEB67)



The Flight Operations Room for B Company was located next to the building where the company orderly room and the supply room were located. The building for the orderly room and supply room can be seen at the extreme left in this photo. The sign above the door is another one that I painted. Note that there is a light,

protected by a painted food can, above the sign, and that a nice homey, State-side touch has been achieved by the addition of the picket "fences" on either side of the "porch" leading to the entrance to the Operations Room.

SC02-28 (2,FEB67P6)



The larger building at the left of the photo is the second of three hangers that were built in the B Company maintenance area. This hanger (the wooden building in the background) could accommodate two UH-1 helicopters, though the tails stuck out each end. In the center of this photo was another "make work" project: a concrete platform for a captured VC machine gun, complete with white picket fence! The building at the right is the Operations Room of photo SC02-27

SC02-29 (20,FEB67)



A close-up of the VC machine gun that had its own concrete stand in front of the Operations Room building.

It's a trait of all armies, not just Americans, to leave some type of permanent item like this concrete pad and emblem in the areas they occupied. However, given the fact that the United States didn't win the Vietnam war, I seriously doubt that this item survived

beyond 1975, the year the communist Vietnamese took full control of the country. Too bad, too. This was one of the damned best looking emblems of my former division!

SC02-30 (12,JUN66Z4)



The mess hall served all three companies of the 1st Aviation Battalion. It was located in the Battalion HQ Company area. The enlisted men's dining area was in the near end, while officers ate their meals at the far end. The entrance doors are in the center of the shaded side. The enlisted eating area was sub-divided into NCOs on the left and non-NCOs on the right. This mess hall was reported to have some of the best meals on the compound. I was told that by some Air Force personnel

who thought the meals here were better than ones at their own Air Force unit, and the Air Force was considered to have some of the best mess halls! The A Company area is just beyond the opposite end.

SC02-31 (11,JUN66Z4)

The Vietnamese-operated battalion barber shop, located across the street from the battalion's A Company area.

Haircuts cost 100 Vietnamese piasters, about 90 cents. That usually included a nice shoulder massage. The stripped barber "pole" is part of a salvaged drop tank from a U. S. Air Force fighter. I don't know who provided the white picket fence but it's another example of how easy we had it at Phu Loi ... and another example of what some of the Army's priorities were!

This was a typical Vietnamese summer day: temperature about 40C (105F) and humidity about 60%.



SC02-32 (25,JUN66Z4)

At the right is the potable water point operated by the 28th Engineer Detachment in June 1966. It was located at the northwest edge of the Phu Loi compound. The compound's outer perimeter and guard bunkers are located just beyond the line of trucks.



Though the water we drank at Phu Loi was purified as much as it could be and contained chlorine to combat bacteria, there was no way to filter or treat the water for the more powerful chemicals that were dumped on

Vietnam by the U. S. forces. Those chemicals varied in nature and purpose. The U. S. forces saturated certain areas primarily to deny natural cover to the Viet Cong because the chemicals killed all organic objects. Collectively, the chemicals were called Agent Orange because the containers in which the compounds were shipped were initially painted orange. Normally, the substance was sprayed only in the areas where the U. S. forces suspected the VC were hiding, but just by spraying it on the ground, Agent Orange contaminated everything, even the water. Agent Orange contained dioxin, a carcinogen, known to cause cancer. Thirty years after leaving Vietnam, I was diagnosed with prostate cancer and I have no doubt that I was exposed to the agent because I drank the water. The agent was known to remain dormant in the body for decades. I feel sorry for the Vietnamese who still live with this legacy of that bitter conflict.

SC02-33 (31,JUN66Z4)



The water purification equipment was located in the van with the white star on the end and the generator that powered the equipment is in the open trailer just this side of the van. After being purified, the water was stored in the large, collapsible tubs at the center of the photo. Two of the tubs are covered with rubber-impregnated tarps to keep out debris. The pump that transferred the water from the tubs is on the small, raised platform located between the two nearest tubs. The man in the shack in the

foreground is one of the engineers who solved any problems that occurred during the operation.

SC02-34 (32,JUN66Z4)



These men were from another unit at Phu Loi and were ahead of us in line. The filler hose the man at the right is using has a nozzle and shut-off valve similar to the one used on the pumps at the gasoline stations. These men are wearing helmet liners, which was a fiber insert to the standard steel helmet, or steel "pot", as they were commonly called. The helmet liner contained adjustable leather strapping that kept the liner from sitting directly on the head. The "pot" sat on top of the liner.

SC02-35 (7,MAY1966P4)

The POL dump was north of the main entrance. The main entrance is at the far end of the road behind the truck at the left.



All of the compound's diesel fuel, gasoline, and aviation gas was dispensed from the bladders at this POL dump at the time this photo was taken in May 1966. Each vertical pipe in this photo is the vent pipe for one of the bladders. At the time, I estimated there were about two dozen bladders in the sandbag bunkers. The 3/4 ton truck at the left of the photo has "1-1AVN B-15" on its front bumper, which identifies it as "First (1st) Division, 1st Aviation Battalion, B Company, vehicle number 15." I had

accompanied the truck's driver to the POL dump to take photos while he "topped off" the gas tank. Being near the outer perimeter of the compound, these bladders were ideal targets for VC mortars, but then any part of the compound could be hit by mortars. Charlie had, what is termed in the military, a "target rich environment."

SC02-36 (5,JUN66P5)

Mail Call would occur anytime the company clerk picked up the mail. I staged the photo at the right using a tripod and the time-delayed shutter on my camera. I'm sitting on sand bags that were the first layer of a bunker that was being constructed between my tent and that of the other men of ASTA platoon. The other men's tent is in the background. I was eating a tangerine while reading a letter from my Dad. I had deliberately placed the letter's envelope on one of the sand bags next to me so that when the photo



is projected to a large size, the writing on the envelope can be read. The board in front of the envelope is there to keep the envelope from being blown away. The brown color of the canvas tent in the background was caused by the red-colored laterite dust on the OD-colored canvas. During the day, vehicles on the road next to the company area would kick up the dust and it would settle on everything.

SC02-37 (22,JUN66P5)



Another self-photo, taken inside my tent. I was standing between my bunk and a table that I built of 2x4s and plywood. On the table, at the left foreground, is the travel bag where I kept my toiletry articles. To the right of that is a notebook of writing paper, and to the right of that are two plastic canteens containing Kool-Aid flavored water. Over the steel-tube bunk is a mosquito net held up at each corner by wooden stacks of various types

of wood. After getting in the bunk, the net had to be tucked under the mattress in order to seal it well enough to keep out the flying insects. The dark features of my face are due to the low intensity light, a tan, and dirt.

SC02-38 (36,JUN66P5)



I'm 22 years old in this photo. This was taken as I was returning to my tent after a shower. The shower is the gray-colored shack in the background, just to the left of the barrels of water on stilts. Showers taken before evening chow were usually warm, due to the water in the barrels being heated by the sun during the day. After chow, and certainly after sundown, showers were always cold ... and always short in duration.

Below: the WAR IS HELL sign was a spoof on the fact that I and others in my unit did not have as rough a time in Vietnam as the men in the combat units. No, I am not wearing a wig. I had that much hair then and it was that color. Yes, that is a cigarette in my left hand. I was attempting to acquire the nasty habit, and managed to get up to two cigarettes a day. Not two packs. Two cigarettes. Note the OD-colored can of foot powder at the far corner of the table, next to the plastic OD-colored canteen. Clothes on the rope clothes line in the background were placed there in the morning so they would dry out from the heat of the day. If they were not taken off the line and put away at the end of the day they would be wet again in the morning from the moisture in the air at night. The mosquito net over my bunk is at the left.



SC02-39 (25,JUN66P5)

FLYING WITH ASTA PLATOON

SC03-01 (36,FEB67)



At left are three of the MOHAWK pilots who were assigned to ASTA Platoon during February 1967. From the left, CPT George, MAJ Peterson, and CPT Hughes. I took this photo at the old HAWK section near the base of the new control tower. The three are standing in front of HAWK 35, before it had teeth painted on the nose.

SC03-02 (38,MAR67P7)



These are personnel from B Company's Service Platoon working on the right engine of one of ASTA Platoon's C-model MOHAWKS. The aircraft is sitting in the new revetment area near the B-Company bivouac area. The revetment area was moved to the location shown here from its original area next to the runway in February 1967, about eight months after MAJ Carlile took over as ASTA Platoon commander.

Compare the diagrams on pages 32 and 129 to see the original and the new "Hawk's Nest" areas.

The designation of the sensor in the C-model was: AN/AAS-24 Infra Red Mapping Sensor.

SC03-03 (19,FEB67P1)



Displayed on the PSP is the electronic SLAR equipment that was carried by the OV-1B MOHAWK. The four gray-colored pieces on the right, including the circular "tub" at the rear, were installed in the center of the fuselage via the white-edged, curved access door that can be seen in the open position under the leading edge of the wing. The remaining gray-colored box, nearest the nose wheel, mounted in the aircraft's nose on the silver-colored rack under the raised nose cover. The black-

colored boxes mounted in the TO's side of the cockpit. The device with the orange panel mounted to the front of the box with the two white, circular, TV-like screens. Those screens displayed the radar traces as horizontal lines, which were then reflected onto film in the orange-paneled box by mirrors in the orange-paneled box.

SC03-04 (25,FEB67P1)



A closer view of the SLAR hardware displayed on the PSP in the OV-1B revetment. Most of the cables that connected all the hardware were permanently installed in the aircraft. The black-colored objects to the right of the transmitter (the circular "tub") were the wave guides that routed the microwaves to and received the return signals from the cigar-shaped antenna under the aircraft.

SC03-05 (28,FEB67)



This is a view of the SLAR TO's side of the OV-1B. The large orange screen was a device that illuminated the radar images on a film just a few minutes after the images were exposed on the film. The film moved at a constant speed proportional to the speed of the aircraft. As the film moved, the traces from the CRT screens shown in SC03-03 and SC03-04 were exposed on the film line by line. The developing was done by a liquid inside the illuminating device in a manner similar to a

Polaroid camera. The orange color of the illuminating display was easier on the operator's and the pilot's eyes during night missions, when all of the radar missions were flown. Only one daytime radar mission was flown while I was a member of ASTA. It was made to determine the feasibility of making daytime SLAR runs. There were so many moving objects of friendly forces, that no further daytime SLAR missions were made. We assumed Charlie was the only one who moved at night.

SC03-06 (29,FEB67)



Some of the SLAR controls were placed in a rack located forward of the TO's ejection seat. The TO had to straddle these. The circular panel at the left side of the photo is the power quadrant housing the levers that set the power to the two Avco-Lycoming engines and the levers to control the pitch of the props.

SC03-07 (16,JAN67P6)



This is me sporting one of the newest survival vests that our unit received in the latter half of 1966. Prior to receiving these vests, the pilot and TO wore only a 45-calibre pistol in an underarm holster that was designed for use by armored tank crews. Some of the pilots and TOs also wore a knife. We had no other survival gear until these vests arrived.

The vest was worn over the parachute harness, part of which can be seen fastened through my crotch at the tops of my legs. The buckles on the harness that are located near my name tag and the U. S. ARMY above my breast pockets are the attach points for the parachute webbing. The 'chute was part of the ejection seat, so we only needed to put on the harness before entering the aircraft. The flat pads under each arm are inflatable floatation devices in the event of an ejection over water. The pockets below and in front of each floatation "wing" contained survival gear, such as a small ration of food, matches, flares, a signal mirror, and fishing line. The smaller of the two pouches on the front, the one with the button snap, contained a battery-powered radio tuned to the military's emergency frequency. The larger pouch, with the number "10" on the web tab, was used to store a small side-arm. In my case, I carried an Army-issued 45-calibre pistol and two clips of ammo. That poor weapon was so devoid of protective bluing that it was constantly rusting, but it worked! The fatigues I am wearing are State-side design, that is, they are not the tropical or "jungle" fatigues. The rank on my sleeves was that of SP4, more commonly referred to

as "Speck Four". The tropical weight boots, also called "jungle" boots, were made of black leather in the toe and heel and of OD canvas on the sides ... and the leather on mine was in need of a shine. I still have a pair of these types of boots. The flight helmet was a standard-issue type, with built-in earphones and microphone. The small loop of gray cord hanging from the side of the helmet was attached to the microphone. I had painted my last name in block letters on the front of the helmet's visor cover. Later, I embellished the cover with red lightning bolts. The gray gloves were made of soft leather and were worn to provide grip, even when the hands were sweaty, and to provide protection in case of fire. Army regulations required that the sleeves of air crews were to be rolled down during flight in order to provide protection against possible fire onboard the aircraft. However, the weather was so hot that few of us complied. Some of the crews, including me, wore fatigue jackets that had the sleeves cut off above the elbow, which we knew was another violation of regulations. The leather gloves were especially useful for the pilots because they allowed them to grip the controls better in the hot weather. I am leaning against the Side-Looking Airborne Radar (SLAR) antenna of HAWK 34, also known as Leaky 34 due to the various fluid leaks in the aircraft's hydraulic system. The paint on the antenna has been ablated by the air during flight. The surface on which I am standing is an excellent example of the PSP that was used for many purposes in the Army. The broad white-painted area near my right foot is the center line of the revetment and was used to aid in backing the aircraft into the revetment. This photo was taken about a month prior to moving the MOHAWK section closer to the B Company area.

The photos in SC03-08 through SC03-11 were taken the same day as those in SC02-13 and SC02-14, when I was on top of the new control tower. Each time that I see these photos, I'm back on that tower, watching this aircraft move because the memories of that time are so strong.

SC03-08 (38,FEB67)



HAWK 34 prepares for a photo flight. Almost all daylight flights of the B-model were photo missions, since SLAR missions were flown at night, when Charlie was most likely to be on the move. Crew Chief Wes Dawson, the man in the white T-shirt in the middle of the PSP mat and directly in front of HAWK 34, is waiting to give direction out of the revetment as soon as he hears a change in

the pitch of the props, indicating the pilot brought the props out of the "feathered" position. I was standing on the top of the unfinished wooden control tower to take these photos of the ASTA HAWK'S NEST.

SC03-09 (39,FEB67)



In this photo, Crew Chief Dawson has backed up to the edge of the PSP and signaled HAWK 34 that it is now clear of the revetment and can turn toward the runway.

SC03-10 (39,FEB67)



HAWK 34 traverses the PSP connector apron to the Phu Loi runway.

SC03-11 (39,FEB67)

HAWK 34 taxis toward the southeast end of the runway in preparation for taking off on Runway 31, toward the northwest.



The OD-colored box just outside the HAWK revetments was the original runway control "tower" before it was moved to the new wooden structure on which I was standing when I took this photo. There were usually two men in the control box. The canvas-covered trailer to the right of the control box housed the power supply for the control box. The canvas-covered trailer just behind HAWK 31 (nearest the runway) housed the GCA radar electronics and the OD-colored device nearest the runway houses the GCA antennas. One

antenna scanned horizontally to track an aircraft's direction from the antenna and the other scanned vertically to track the aircraft's altitude.

SC03-12 (21,JUN67P6)



Close-up of one of the larger ruts in the Phu Loi runway. This was the condition that caused so much damage to the MOHAWK tires.

SC03-13 (9,JAN)

View of the pock-marked Phu Loi runway looking out the front of the OV-1 MOHAWK aircraft where the TO sat.



The dark bar angled across the windshield is the arm of the windshield wiper. The narrow, vertical rod just forward of the windshield is part of an antenna for what I was told was a "homing" radio. The short, dark stripes on the runway are tire marks made during aircraft landings. The other irregularities on the runway are the ruts in the laterite. The new airfield control tower that was under construction can be seen in the distant, to the left of the photo. At the time that I took this photo, the pilot was

waiting for clearance to take off on Runway 31, to the northwest.

The lines in the center of the picture that zig-zag up from the horizon are damage to the slide's emulsion from scratches on the slide's surface.

SC03-14 (20,JAN67P6)



This is a view of Phu Loi compound from an altitude of about 1,000 meters. The MOHAWK section with three MOHAWKs in their revetments can be seen in the very center of the photo, just off the left side of the runway, across the runway from the building with the red cross on the roof.

< Revetments are in the center of photo.

Aircraft landing on the Phu Loi runway in a direction heading from the bottom of the photo toward the top were on a compass heading of 310, thus they were landing on Runway 31.



SC03-15 (18,AUG67P8)

This is an aerial view of the U. S. Army compound at Phu Loi, looking north. The runway can be seen on the far side of the compound. This photo was taken more than six months after the one in SC03-14, so the runway surface has been improved considerably from that shown in SC03-14. Beginning in February or March 1967, the engineers began making a crushed stone surface on the runway.

SC03-18 (14,MAR67P3)



A truck convoy heading north on Highway 13 north of Phu Coung. Highway 13 was referred to by the U. S. forces that traveled on it as Thunder Road. The series of lines in the terrain on each side of the road were made by tracked vehicles, such as tanks and armored personnel carriers.

Once, I talked CPT George into making a 15-meter-high run over Route 13 so that I could take movies.

SC03-19 (4,MAR67P2)

A flight of B-52 STRATOFORTRESS aircraft made the light-colored holes in the Vietnamese landscape.

I have tried to scan the slide to enhance the green and rid the slide of the hazy view. I think the haze was due to the glare of the sun on the acrylic plastic window on the TO's side of the cockpit. The side windows were curved out and were large enough to allow great views like this. I took my camera on many



daytime flights and I was fortunate that all of the pilot's tolerated my "personal photo missions" during these flights. Several former pilots have received gift copies of this photo journal.

SC03-20 (16,MAR67P3)



A closer view of the B-52 bomb craters. Some were filled with water, and the heat from the sun warmed the water enough to allow the craters to be detected by the infrared sensors carried in the C-model MOHAWKS. These "false targets" were sometimes suspected of being VC campfires or trucks, causing more bomb craters to be added to these.

SC03-21 (11,MAR67P2)

A view out the front window of 1,000 meter-high Nui Ba Dinh (NEW-ee bah DIN, or Black Virgin Mountain) just south of the city of Tay Ninh. This mountain loomed like a large Hershey's Kiss on an otherwise flat terrain. On a clear day, we could see this mountain from Phu Loi, more than 50 kilometers away.



SC03-22 (5,MAR67P2)



During the flight I was able to get a great photo of the symbol of the Army Corp of Engineers: The Engineer's Castle. This feature was cut out of the terrain in the Iron Triangle of South Vietnam by the engineers, using Rome plows.

Note the number "1" (for 1st Engineers) at the top of the castle. The bottom of the "1" is right on the road.

SC03-23 (8,MAR67P2)

Also in the Iron Triangle, MG William Depuy, the First Infantry Division commander at the time, decided to leave the mark of The Big Red One in the Iron Triangle as a taunt to the VC in the area, so the engineers used their Rome plows to cut the division's emblem in the jungle. Due to the nature of the jungle, this area and the Engineers Castle shown in photo SC03-22 were overgrown in six months.



SC03-24 (18,MAR67P3)



This is the final approach to the landing strip at the Minh Thanh rubber plantation which, at the time, was the encampment of the First Infantry Division troops. I don't recall the reason that our aircraft landed at Minh Thanh. I do recall being allowed to walk around for about 30 to 40 minutes, so it's possible the pilot was delivering something to the MI section at Danger Forward. Minh Thanh (pronounced Min THON) was located

west of Highway 13 and about half the distance between Saigon and the Cambodian border. This view is, I believe, looking east, toward Highway 13.

SC03-25 (23,MAR67P3)

The sign for Danger Forward was better looking than I thought it would be for a unit in the field. In the background are some of the tents and vehicles of the infantry units of the division.



SC03-26 (22,MAR67P3)



This is a road through the rubber plantation. The nearest vehicle on the left side of the road is an M-151 1/4 ton General Purpose truck, more commonly called a "Jeep". The arched wire over the top of the Jeep is the antenna of a radio mounted on the rear. As can be seen from the spare tire cover of the 1st MP Company on the 3/4 ton truck just beyond the two trees at the right, the division had no shortage of people who could paint signs and logos.

SC03-27 (21,MAR67P3)

The drainage cuts and collection cup on the tree nearest the camera shows that the plantation continued to operate even with the infantry units camped out in its midst. I had been told that the plantation owner was well paid for each tree damaged or destroyed.

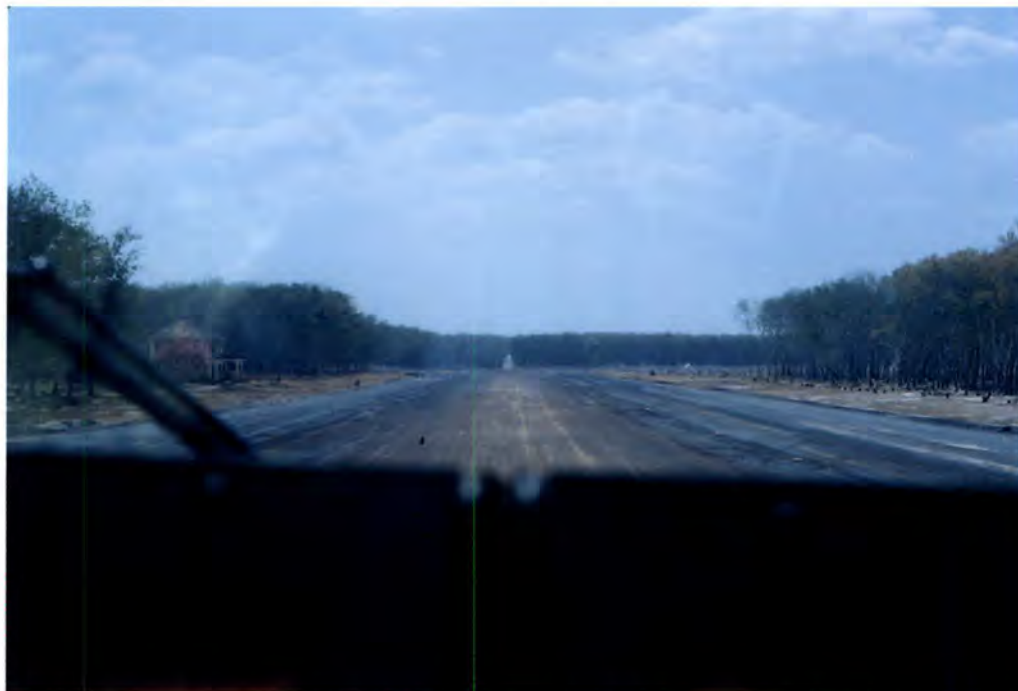


SC03-28 (20,MAR67P3)

During my walk through part of the Minh Thanh plantation, I came across the living quarters of the division commanding general.



SC03-29 (26,MAR67P3)



I took this photo through the forward window as we prepared to take off from the Minh Thanh rubber plantation runway. The dark panels at the lower edge of the photo are the viewing screens for the IR sensor of the OV-1C MOHAWK. The house on the left is probably the home of the plantation owner or one of the officials. The opening in the trees at the far end of the runway is the cut for a road through the plantation.

This landing at Minh Thanh reminded me of another flight that I made in late June or early July of 1966. I was in an OV-1C at that time, too, when we landed on the long driveway of the main house on the Michelin rubber plantation near Tay Ninh. I regret that I do not have any photos of that landing and take-off because the pilot made a "max climb" for the men in the air traffic control unit who were camped out in the front yard of the house. After that "max climb" of 2,000 meters per minute, I heard for the first time the expression "Oh, Wow!" from the man in the control unit. As it did with me, the MOHAWK always impressed people with its capabilities.

SC03-30 (27, MAR67P3)



As our aircraft was leaving Minh Thanh, I took this photo of the trees that had been cut down to allow aircraft to approach the landing area.

SC03-31 (21, JAN67P6)

Another aerial photo of Phu Loi, this time looking toward the south. Note how flat the terrain is. Even though there are low clouds, visibility is about 30 to 40 kilometers. One of the bends in the Saigon River can be seen in the distance, beyond the smoke on the ground. Though this photo was taken a couple of months prior to those in SC03-24 through SC03-30, I placed it here for continuity, to convey the sense that, after leaving Minh Thanh, we flew south over Phu Loi heading toward Saigon.



SC03-32 (12,MAR67P1)



This was taken out the small corner window of the MOHAWK as we flew toward Saigon. The note that I had written on the paper mount of this slide states: "VC mined bridge near Saigon". I don't recall whether I really knew the reason that one end of the bridge was damaged and down on the river's bank, but it's possible the VC had something to do with the bridge's condition. Again, this photo was placed here for continuity, though it's date indicates it was taken a couple of months after SC03-31.

SC03-33 (11,JUN67P4)



Three months had gone by since the photo in SC03-32 was taken, but this sequence continues the effect that we are going from Minh Thanh, over Phu Loi and Saigon, and on to Vung Tau. South from Phu Loi, we could fly directly over Tan Son Nhut Air Base at the northern edge of Saigon. The runways at Tan Son Nhut ran approximately east and west.

SC03-34 (12,JUL67P4)



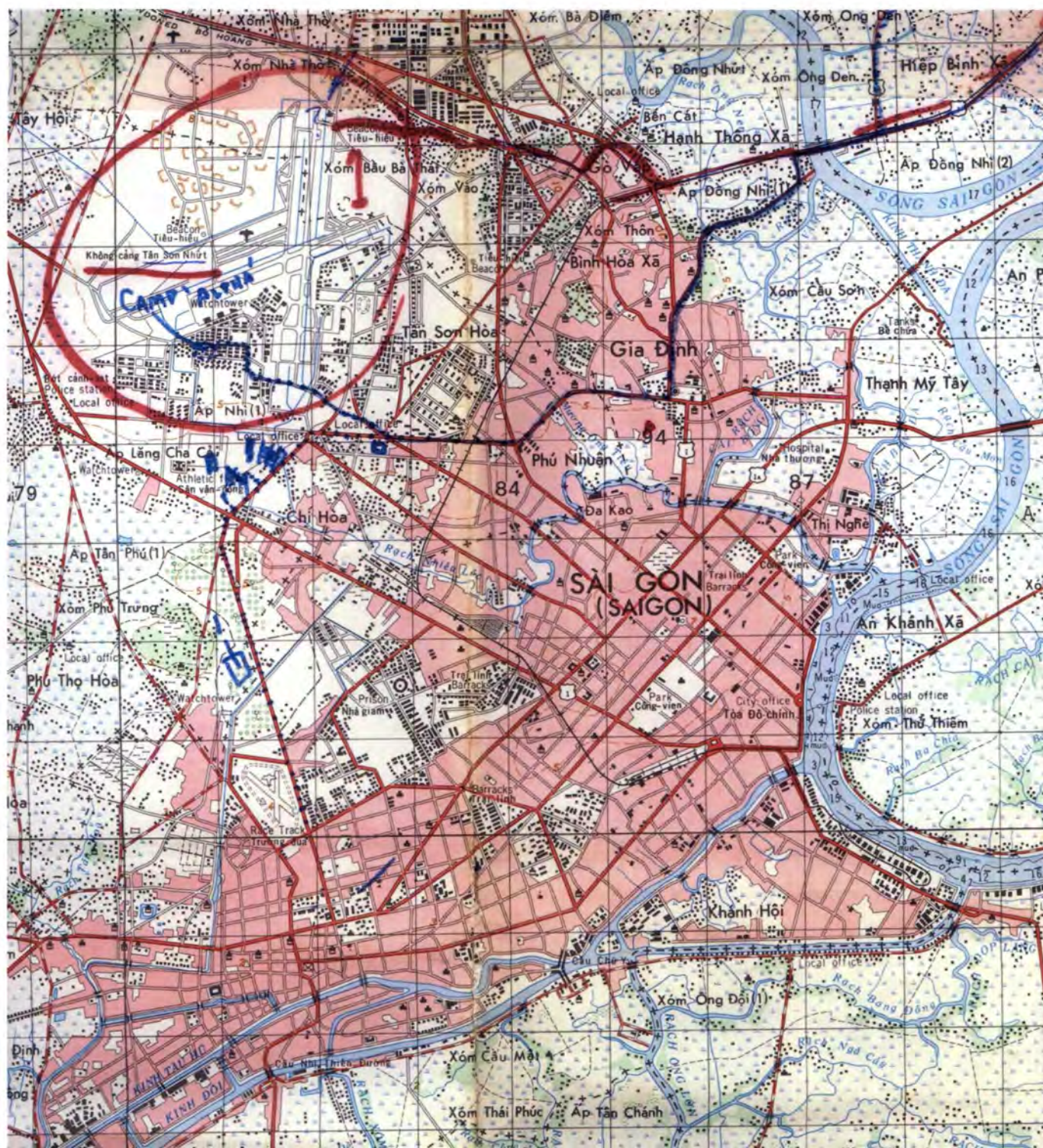
View directly over Tan Son Nhut Air Base, with Runway 07R (07 right) under the MOHAWK and 07L (07 left) at the right edge of the photo. The numbers 07 designated the compass heading (070 degrees) and the "L" and "R" identified the left and right runways. Tan Son Nhut was one of the busiest airfields in the world in the mid 1960s, so I don't know how the MOHAWK pilot was able to get clearance to fly directly over the runways. The aircraft on the ground at the left, taxiing away from the approach end of Runway 07R is an Army CV-2 CARIBOU and the aircraft at the right, taxiing toward 07R is an Air Force C-123. I don't know what the two aircraft at the lower left are. They appear to be Super Constellations, affectionately known as "Connies".

SC03-35 (14,JUL67P4)

Flying further south from Tan Son Nhut I photographed a dirt track in the middle of Saigon. I cannot be certain, but I think this was a facility for racing or training horses. There appeared to be a grandstand or viewing stand near the track's turn at the right.

The map on the next page clearly shows the race track directly south of Tan Son Nhut. Directly south of the track is the Cho Lon area of Saigon.





From U.S. ARMY MAP OF VIETNAM

The above map is from the same large map as the ones on pages 15, 18, 29, 142 and 149. I've included it at this spot so the reader can use it as a reference for the photos in this part of the document. The race track is located eight full grid squares from the top border and three full grid squares from the left border. The air field that's indicated on the map to be inside the track is not apparent in SC03-35, so it may have been an inactive field or one with grass runways.

SC03-36 (15,JUN67P4)



Still further south, we flew over a more populated area of Saigon, and I was able to get a shot of the crowded living conditions of some areas of that city. Our altitude was about 500 meters. In the upper right corner of the photo is a gray-colored pad with a blue and white symbol that may indicate a helicopter landing area.

SC03-37 (17,JUN67P4)



More of the cramped quarters of Saigon from 500 meters altitude.

SC03-38 (18,JUL67P4)



Another aerial view of Saigon. The long, gray and white vehicles lining the street in the center are buses.

SC03-39 (19,JUL67P4)



View of an oil and gasoline tank farm at the edge of Saigon.

SC03-40 (22,SPE67P6)



Highway 1A bridge over the Saigon River as the highway heads east toward the city of Bien Hoa (pronounced Bee-IN Wah). Bien Hoa was located about 20 kilometers from Saigon. Due to the marsh-like texture of the land in this area, excavations were made in the banks of the river to build up the east and west ends of the bridge where the bridge is anchored in more solid earth.

SC03-41 (17,APR67P4)



In the original text I had identified this as the western edge of the city of Bien Hoa. However, using the Army map mentioned earlier, I was able to find the shape of the road and the bridge located at the village of Tan Van, 4.5 km south of Bien Hoa. The bridge and the village are shown at the bottom of the map on page 149.

SC04-01 (4,APR67P4)



I took this photo of an "Eagle flight" of ten UH-1 IROQUOIS helicopters as we passed near Bien Hoa. This was the usual mode of transportation for combat troops in Vietnam.

SC04-02 (16,APR67P4)



Near Bien Hoa was the U. S. force's compound at Long Binh (pronounced LONG Bin). This huge compound covered the area from the S-shaped highway all the way to the lower and right edges of the photo. Beginning in the latter half of 1966 until the U. S. pulled out of Vietnam, Long Binh was the major logistical center for the III and IV Corps areas, including the Repo Depot for those two Corps. View is to the northeast.

SC04-03 (13,APR67P4)



As we flew further east from Long Binh for a photo mission in the area, I photographed the results of what I think was an artillery barrage near the Ninth Infantry Division's headquarters at Bear Cat, though the text on the photo's cardboard mount states "Bomb bursts near Long Binh".



SC04-04 (20,JUL67P4)

Heading toward the resort city of Vung Tau on the sea coast, we passed a freighter on the Saigon River heading for the open sea. The first word of "Vung Tau" is pronounced as it looks: VUNG. The second word is pronounced as the word "towel" without making the sound of the letter "L" at the end.

SC04-05 (36,JUN67P6)



The city of Vung Tau is located on a peninsula of land called Cape St. Jacques which juts out into the South China Sea from the southeastern coast of Vietnam. (See the map on page 13). The three hills shown here are at the extreme southern end of the peninsula. The runways at the Vung Tau airfield are just beyond the hills. We were flying in from the west.

SC04-06 (37,JUN67P6)

Cape St. Jacques is not much more than a sand bar with three "bumps" (hills) at the south end. In this photo, we



are on final for Runway 18 at the Vung Tau airfield. The inland side of the peninsula can be seen at the bottom of the photo, where the barge is located, and the South China Sea is in the center of the photo. The two large silver-colored structures to the right of runway are maintenance hangers, and to the right of those is the 73rd Surveillance Airplane Company, consisting of 20 OV-1A, OV-1B and OV-1C MOHAWKS. The 73rd was the oldest unit of MOHAWKS in Vietnam. It was originally known as the 23rd SWAD (Special Warfare Aviation

Detachment) that arrived in Vietnam in the early 1960s. Several of our ASTA Platoon pilots had served with the 23rd and the 73rd on prior tours of duty in Vietnam. Around 2130 hours on 6 July 1966, pilot 1LT Ernest Stocker and I were in HAWK 33 and were attempting to land on Vung Tau Runway 18 in a driving rainstorm. After 1LT Stocker touched down and reversed pitch on both props, the aircraft hydro-planed off the left side of the PSP runway and into the sandy area shown to the left of the runway in this photo. A photo of the wrecked aircraft appeared in the January/February 1997 issue of AIR AND SPACE/SMITHSONIAN magazine.

SC04-07



This is a purchased photo of Vietnamese fishing boats near the city of Vung Tau. The text on the photo's cardboard mount misspelled Vung Tau as "Vun Tau". This photo had to be taken in the inland portion of Cape St. Jacques, looking south toward the Vung Tau hills .

SC04-08 (10,JUN67P3)



CH-54 SKYCRANE at Vung Tau airfield. The box-like structure to the right of the CH-54 was designed to be picked up by this helicopter. The versatility of that structure was almost limitless. It could house a complete medical surgical unit, a communications unit, or a battlefield command unit, to name a few of the uses about which I heard and read. The helicopter beyond the box is a CH-47 CHINOOK. The reflection from the setting sun in windows of the CHINOOK gave the appearance that the CHINOOK had bright lights on the inside.

SC04-09 (11,JUN67P3)



Vung Tau CHINOOK helicopter hanger at twilight.

I enjoyed experimenting with the single lens reflex (SLR) camera to take photos in low light and was seldom disappointed with the results. Most times I was more than pleased to find that some photos came out better than I thought they would. As I stated before, some slides have to be projected to really appreciate the view and this is one of those.

SC04-10 (16,MAR67P1)



A view from about 200-meters altitude of a Vietnamese farmer's house in a village near Saigon. It was taken from the TO's window of the MOHAWK as we were landing at Ton Son Nhut. The angled poles mounted on the vertical poles, located in the fields, had a rope at one end and a weight at the other and were used to lift water from wells near the poles.

The MOHAWK was "delivering" me to Ton Son Nhut to catch a flight to Clark Air Force Base in the Philippines for a week of jungle survival training.

SC04-11 (17,OCT67P7)



View from about 500 meters of houses along a stream in the Mekong Delta area of the IV Corps area.

SC04-12 (21,OCT67P7)

View of small village in the Mekong delta. The hand-written note on the paper mount states: "Delta village and man made canal". I don't recall why I thought the stream passing through the village was man made. Maybe it was because the stream was so straight that I thought it did not appear natural.



SC04-13



Since we were never able to go into villages other than the one immediately outside the gate, I purchased slides like this one that show some of the Vietnamese people in the rural areas. I was able to compensate for the poor quality of the commercial slide. The original color of the slide is shown in the smaller photo, SC04-13A. The photo in slide SC04-07 was also "adjusted" with software after the photo was scanned.



SC04-13A

SC04-14 (14,OCT67P7)



This is an overview of rice paddies in the Mekong Delta. The altitude of the MOHAWK at the time I took this photo was probably between 800 and 1000 meters.

SC04-15 (38,OCT67P2)



The airfield at Can Tho (pronounced Can TOE) in the Mekong Delta. The 224th Aviation Company of MOHAWKS was assigned here, and CPT George, one of our MOHAWK pilots, and I had flown in HAWK 33 to the 224th to pick up some supplies. While there, I was "reunited" with Richard Dietzel, a SLAR TO who was in my SLAR training class at Fort Huachuca in the latter half of 1965. (See photo SC12-36).

SC04-16 (2,OCT67P7)



Shortly after CPT George and I landed at Can Tho, a CH-54 SKYCRANE helicopter brought in a crippled CH-47 CHINOOK helicopter.

At the right edge of the photo is the only photo that I can find of HAWK 33 and it's only of the call number and the serial number on the tail. HAWK 33 replaced HAWK 35 that was lost in June 1967. (See photos SC09-16 through SC09-23). The first HAWK 33 was damaged and lost to ASTA in July 1966.

SC04-19 (13,SEP67P5)



After we finished our photo mission and headed back to Phu Loi, HAWK 31 joined us. I took this photo through the window at the top of the cockpit.

SC04-20 (15,SEP67P5)



A few seconds after I took the photo in SC4-19, the two MOHAWKS came a bit closer and I took this photo of HAWK 31 showing one of its two "speed boards" deployed from the right side of the fuselage between the wing and the rear horizontal stabilizer. The "speed boards" were used only on the OV-1A and OV-1C to decrease the aircraft's speed.

SC04-20A

Deployment of the boards, one on each side of the fuselage, exposed a red-painted area inside the fuselage, as shown here.



SC04-21 (17,SEP67P5)



Returning to Phu Loi in the OV-1B after the photo mission, our final approach to Runway 31 allowed us to pass near the outer perimeter bunkers on the southeast edge of the compound. The aircraft is heading northwest. The runway is in the center of the photo, blurred by something on the windshield.

SC04-22 (16,MAR67P2)



This is the view from the right seat of the MOHAWK during final approach to Phu Loi Runway 13, heading toward the southeast, opposite to the direction of Runway 31, shown in SC04-21. Bunker 319, the one manned by the men of B Company, is in this line of bunkers. (See photo SC04-27).

In the original text that accompanied the slides that I loaned to the museum, I had confused the two slides on this page. I had thought the aircraft was landing on Runway 13 in slide SC04-21 when, in fact, it's landing on Runway 31. I can tell that by the fact that the majority of the compound is to the left of the runway in slide SC04-21, as it would be when landing on 31. If I had read the notes written on the slide mounts I would have noted the switch. The note on the mount for SC04-22 states: "Guard bunkers on final to R.W. 13." This may be a small issue to the reader, but it was important to me, even though there's no way to verify it since the Phu Loi area would not look like this today. (See Appendix C, titled "Aftermath").